

To-day's
Advertisements.THE GREATEST BOXING CONTEST
EVER WITNESSED IN
HONGKONG.HEAVYWEIGHT CHAMPIONSHIP OF
HONGKONG.NORTHCOTT vs. HUCKER.
(H.M.S. Tamar) (Naval Yard).

12 rounds with 6 oz. gloves.

For valuable prize.

in

CITY HALL.

MONDAY, the 13th December, 1897.

Also 3 other First Class Boats for Handsome

Prizes.

TICKETS may be obtained from Messrs.

W. ROBINSON & Co.

Soldiers and Sailors half price to second and

back seats.

Doors open at 8.30. First Contest at 9 P.M.

sharp.

HARPER,

Hongkong, 10th December, 1897. (1827)

CANTON INSURANCE OFFICE LIMITED.

NOTICE TO SHAREHOLDERS.

THE TRANSFER BOOKS OF THE COMPANY

will be CLOSED from the 15th to the 31st

instant, both days inclusive.

JARDINE, MATHESON & Co.,

General Agents,

CANTON INSURANCE OFFICE, LIMITED,

Hongkong, 9th December, 1897. (1825)

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 13.

Hainan Straits,

Hainan Head Bank Buoy.

NOTICE is hereby given that the HAINAN

HEAD BANK BUOY has disappeared.

Due notice will be given when it is replaced

in position.

C. J. PRICE,

Harbour Master.

Approved:

J. F. SCHOENICKE,

Commissioner of Customs.

Customs House,

Kiangchow, 2nd December, 1897. (1826)

NORWICH UNION FIRE INSURANCE

SOCIETY.

ESTABLISHED 1797.

AMOUNT INSURED.....£3,000,000

LOSSES PAID.....£12,350,000

PREMIUM INCOME.....£292,000

The Agency of the above Society at Hongkong

having this day been transferred to us we are

prepared to issue Fire policies at the lowest

Current Rates of premium.

DAVID SASSOON, SONS & Co.

Hongkong, 10th December, 1897. (1829)

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship

Captain Mathew, will be despatched for the

above Ports on SUNDAY, the 13th instant,

at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAURA & Co.,

General Managers.

Hongkong, 10th December, 1897. (1828)

FROM CALCUTTA, PENANG AND

SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 4 P.M. of the 13th instant

will be landed at Consignees' risk and expense

into the Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Limited, at Wharfedale.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside

such Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and

expense.

No Fire Insurance will be effected

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, 10th December, 1897. (1830)

NORTHERN PACIFIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA,

KOBE AND MOJI.

THE above Steamship having arrived,

Consignees of Cargo are hereby requested to

send in their Bills of Lading for countersigning

and to take immediate delivery of their

Goods from alongside.

Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and

expense.

DODWELL, CARLILL & Co.,

Agents.

Hongkong, 10th December, 1897. (1831)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns, at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Goods are landed.

Goods not cleared by the 16th instant at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage

obtained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 10th December, 1897. (1832)

To-day's
Advertisements.

VICTORIA REGATTA.

PRESENTATION OF PRIZES.

PRIZES will be presented by Mrs. W. C.

H. HASTINGS at the VICTORIA RE-

CREATION CLUB TO-MORROW, the 11th

instant, at 4 P.M.

W. MACHILL,

Acting Hon. Secretary.

Hongkong, 10th December, 1897. (1833)

EXTRAORDINARY!

THEATRE ROYAL.

POSITIVELY TWO NIGHTS ONLY.

TO-MORROW,

(SATURDAY), the 11th Dec., at 9 P.M.

MR. FRANK LINCOLN.

THE WORLD-FAMED HUMORIST

will give his

MELODRAMATIC

ENTERTAINMENT

consisting of

MUSICAL TRAVESTIES AND SOCIAL

SATIRES.

TICKETS—\$2, \$1 and \$1.

Seats may be booked at W. ROBINSON & Co.,

Hongkong, 9th December, 1897. (1830)

PERSEVERANCE LODGE OF

HONGKONG, No. 1165.

A REGULAR MEETING of the above

LODGE will be held in the FREEMASONS'

Hall, Zealand Street, on THURSDAY, the 16th

instant, at 4 for 4.30 p.m. precisely. Visiting

Brethren are cordially invited to attend.

Hongkong, 10th December, 1897. (1824)

Entimations.

DAKIN, CRICKSHANK &

COMPANY,

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are

made under the constant supervision of a daily

qualified English Chemist and will bear com-

parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and

other Large Consumers.

Any quantities supplied.

Hongkong, 1st March, 1897. (1826)

NOTICE TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,

Advertisements, &c., be addressed to the "Manager, Hongkong

Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and

not to individual members of the staff.

Communications intended for publication must be accompanied

by the name and address of the writer, not necessarily for

publication, but as evidence of good faith.

While the business of the Hongkong Telegraph is always

open for the consideration of correspondents of all countries

affecting public interests, it must be distinctly understood that

the Editor does not in any way hold himself responsible for

opinions there expressed.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London

House, bought direct at first hand, imported in

wood and bottled by ourselves, thus saving all

intermediate profits, and enabling us to supply

the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on

Application.

PORT after removal should be rested a month

before use. When required for drinking at

once it should be ordered to be decanted at

the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner

Wines of very superior Vintage. All are

true Xeres Wines.

CLARET—Our Claret, including the lowest

priced, are guaranteed to be the genuine

product of the juice of the grape and are

not artificially made from raisins and

currants, as is generally the case with Cheap

Wines.

BRANDY—All our Brandy is guaranteed to

be pure Cognac, the difference in price

being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent

quality and of greater age than most brand.

In the market. THE SCOTCH WHISKY

marked "E" is universally popular, and is

unopposed by the best local connoisseurs

to be superior to any other brand in the

Hongkong market.

We only guarantee our Wines and Spirits to

be genuine when bought direct from us in the

Colony or from our authorised Agents at the

Coast Ports.

A. S. WATSON & CO., L.D.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REQUESTED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 10, 1897.

NOTES FOR THE NAVY LEAGUE.

The Peace Society held its annual

meeting recently at Newcastle-on-Tyne

and we are told that at the morning

session and the afternoon conference the

attendance was small. Possibly the fight-

ing spirit was abroad in Newcastle and

folks did not feel peacefully inclined. We

have studied the report of the proceedings

of the Society as set forth in the Times

and have come to the conclusion that

the sooner the name of the organization

is changed to Broken Piece Society the

better, for the members all appear to be

more or less cracked, and there does not

seem to be a whole intellect among them.

The object of the society is, as its

name implies, to make pieces of all

and everything, including the British

nation and empire, by allowing all

and everyone—British alone excluded—

to take whatever they please for fear, they

should be offended and commence what

they of the fragmentary intellects de-

signate "cruel and unnecessary wars,

attended with injustice to the proprietors

of the soil, a source of suspicion and dis-

trust or the part of other Powers, and a

hindrance to endeavours to interpose on

behalf of suffering and oppressed national-

ities."

The society also would prefer to see all

Trafalgar Day Celebrations done away

with as "there was no conceivable advan-

tage to the memory of NELSON in cele-

brating this day, and there was every con-

ceivable insult to the feeling of a suscep-

tible and friendly nation." Poor peaceful

party! Why not forbid celebrations of

all sorts? for it seldom happens but that

the joy of the one is gall and wormwood

to the other. Why celebrate any anni-

versary? How dreadful of those rude

Americans to have a Fourth of July, and

those horrid French the Fourteenth! Can

these deluded individuals actually be so

blind to human nature as not to know that

man must fight and quarrel? Did they

themselves never even fight at school? Do

we not want war ourselves and have no

sympathy whatever with those who would

appeal to arms over every insignificant

dispute, but we plainly and distinctly

see that were such a policy as that of the

Peace Society carried out the disruption

of the British Empire would be inevitable,

for the disarming would be only on one

side so far as to suggest the reduction of

our armaments, and "a European compact

against Great Britain was one of the

possibilities of the future." Has the Dean

ever thought of the result to himself in

the event of war, were we to lose control

of the ocean highways? Even a Dean must

have bread, but well fed people can

seldom be made to realize the inconve-

nience of having the supply cut off. More-

over, more than one Power would

promptly abolish the English Church in

10th.

It was absolutely untrue to say that

trade followed the flag," said the president

of the society, and he poured forth torrents

THE ANTI-CHINESE SCARE IN AMERICA.

Some of the American papers seem determined to agitate against Chinese immigration until Congress can be induced to pass a new and more stringent Exclusion Act. We repeat that it is no business of British officials to stop the Chinese passenger trade of their own accord. It is solely the business of the United States people, if they choose, to make their own laws for their own country, and see that their own officials, at home and abroad, no provided with power enough and use it as desired. As to the wisdom of keeping out the Chinese, we consider they are making a great mistake, but they are fully entitled to make their own mistakes in their own land—and in their own consulate all over the world. If the U.S. Government formally applies to the British Government for co-operation, and supplies valid reasons for the same, then our officials can properly do whatever may be agreed on; but until then, it is a mistake for the Registrar-General of Hongkong to allow himself to be "rattled" by the tail-twisting prints of San Francisco. The *Chronicle* of November 4th returns to the charge, in the following terms:—

The danger of a flood of Chinese coolie immigration through the defect of the treaty of 1894, which the *Chronicle* exposed and pointed out just a month ago, has been acknowledged and confirmed by the Treasury Department.

On September 30th forty-one Chinese, armed with certificates issued by the Portuguese officials of the dependency of Macao, were landed by the Collector of Customs at this port, acting under what he believed to be the imperative requirements of the treaty and the law. The *Chronicle* would lead a full statement of the facts, with copies of the certificates issued, and by following the Chinese themselves, proved that nearly all of them were, in fact, laborers and not merchants or students, and that the use of these certificates opened the door to unrestricted immigration.

A few days later the Treasury Department sent a communication to the Collector, enclosing a copy of the *Chronicle* containing the article and asked him to investigate the facts therein set forth as to the character of the Chinese and their occupation subsequent to their landing. This investigation was made by the Chinese Bureau, and all the allegations were fully confirmed and so reported to the department. This report was submitted to the Solicitor of the Treasury, F. A. Reeve, for an opinion as to whether, under the treaty and the laws, there was any way of detecting and preventing this manifest method of evading the Chinese restriction act. The Solicitor of the Treasury filed an opinion with the department, which opinion, together with the approval of the Secretary of the Treasury, was received on Monday by Collector Jackson.

In this opinion the views of Collector Jackson as to the provisions of the treaty and the law are fully endorsed, and his action as to the landing of these forty-one Chinese is approved, and now becomes the rule to be applied in all similar cases until Congress or the treaty-making power changes it by new enactments or a new treaty. Meanwhile there is nothing to prevent a flood of the most undesirable Chinese immigrants pouring into this country, unless the State Department can persuade the foreign governments having Chinese dependencies to forbid their consular and diplomatic agents to issue any more certificates of this kind.

For months Chinese have been coming from Hongkong and Canton, provided with certificates printed in Chinese and English and signed by the Registrar-General of Hongkong and the Commissioner of Customs at Canton. Blank certificates of this character are circulated in various parts of China by the Pacific Mail Steamship and other steamship companies interested in the Oriental trade, as a means of securing business. When they are signed by the official named and vised by the United States Consul they become prima facie evidence of the right of the Chinese to whom they are issued to land, whether the facts certified to are true or not, and there is no means of determining the facts at this port except by the statements of the Chinese themselves. If they make no contrary statements, but affirm the averments certified to, they must be admitted, although the Collector of the Port may be personally certain they are not merchants or students, but are, in fact, mere laborers. Once landed they cannot be deported, no matter in what employment they engage.

But the danger of this direct immigration from Hongkong and Canton is as nothing to the danger from Macao, which this illicit immigration of forty-one has made apparent. Macao is a Portuguese dependency, one of the few left to that little kingdom out of the empire it possessed 200 years ago. The officials there have no particular reason for wanting to help the United States keep out the Chinese coolies, and every certificate issued means a fee to the official issuing it. For any carelessness or even intentional errors of which they may be guilty they cannot be directly held to account by the Government, and indirectly if at all, through the round-about channels of diplomatic negotiations with the home Government of Portugal.

To secure these certificates the Chinese do not have to be natives of or citizens of the Government of Macao. All they need do is to get the proper Government official of that dependency to certify that they are residents and belong to the exempt class of merchants or students. When it is considered how much money there is in the importation of Chinese to this country it can be readily imagined that this certification is not difficult to procure, even if there were to be further inducement to the officials beyond the fee they will get out of it.

FOOCHOW RACES.

We are indebted to the courtesy of the Joint Telegraph Companies for the following:

FOOCHOW, December 9th.	
LEADER CUP.	
Saraband	1
Himalaya	2
Begum	3
CHALICE CUP.	
Saraband	1
The Ancient	2
Reiger	3
LADIES' PURSE.	
Disparation	1
Reiger	2
MANCHE STAKES.	
Lezyboy	1
Larklin	2
The Ancient	3
CONSOLATION CUP.	
Himalaya	1
Himalaya won easily.	
CHAMPION STAKES.	
Disparation	1
Millstream	2
Telido	3
WELTER STAKES.	
Saraband	1
Begum	2
Rieger	3

THE V. R. C. REGATTA.

YESTERDAY'S FINAL EVENTS.

The late hour at which the following races finished yesterday prevented the results being published in our last evening's issue:—

SNAKE BOATS: open to Chinese snake boats. Distance, one mile; 1st prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes. This race was looked forward to with interest, but did not take place till late in the day and only few were aware of it. Some half dozen boats started and as usual the contestants behaved in an amusingly excited manner. The race was won by the boat in No. 3 Station.

COPPER FUNTS: go as you please; distance arranged; 1st prize, \$7; 2nd prize, \$3; 3rd prize, \$1. No competitors put in an appearance for this event.

SAMPAN RACE: open to regular Chinese sampans; distance, half mile; 1st prize, \$10; 2nd prize, \$5; 3rd prize, \$1; eight boats to start for two prizes. What appeared to be a race between sampans was rowed during the afternoon, but it seems to have been a scratch affair, no official start having been notified.

TUI SCULLING: (sub sculling boats); distance, half mile; entrance, \$1; 10 to be rowed in Club. The property of the Victoria Recreation Club.

Station No. 1—F. H. Kew, boat No. 5..... 1

Station No. 2—F. Hyndman, boat No. 2..... 2

Station No. 3—M. E. Agar, boat No. 1..... 3

Station No. 4—J. H. Logan, boat No. 1..... 4

Hyndman passed the winning post first, but he was disqualified for taking Kew's water and Kew, who came in second, was awarded the prize. Time—7 min. 61 secs.

SAILING RACES.

YACHTS AND PARTIALLY DECKED BOATS: (in two classes); Y. R. A. handicap; prizes, a cup for each class; entrance, \$4. Course, 9 miles.

A CLASS.

La Cigale, Mr. W. H. Carey, R.A., 38.

Erica, Mr. A. Denison, 23, 18 min. 18 sec.

Maid Marian, Mr. J. Hastings, 23, 18 min.

Phoebe, Hon. F. H. May, 23, 18 min. 18 sec.

Chanticleer, Mr. C. A. Tomez, 23, 18 min. 18 sec.

Acting, Mr. H. E. Pollock, 23, 18 min. 29 sec.

Melior, Mr. C. H. Kew, 23, 18 min. 18 sec.

Sybil, Officers, R. E., 23, 18 min. 18 sec.

Princess, Mr. J. McKie, 23, 18 min. 18 sec.

B CLASS.

Payne, Officers, R. E., 23.

Dart, Dr. Clark, 23, 1 min. 4 sec.

Ladybird, Mr. C. D. Wilkinson, 23, 1 min. 15 sec.

Sat, Mr. E. M. Hazland, 23, 3 min. 3 sec.

The course for the yachts and partially-decked boats, starting at 2.30, and for the open sailing boats, starting at 3.40, was: From a line between two mark-boats moored to the south of Green Island, leaving it to starboard, round the white conical buoy at Comptrolleur Dock, leaving it to starboard, across the starting line from west to east, round the west buoy off Meyer's Island at East Point, leaving it to port, and cross the line from east to west. Distance 9 miles.

This was a long drawn out race owing to the lightness of the breeze and at times there appeared to be little chance of the boats finishing the race. It was decided to finish at Meyer's Buoy. The only yachts that made their numbers at the finish were:—

Erica 4 50 |

Phoebe 5 48 |

R class boats—The times at the Dock Buoy were:—

Sh 4 27 15 |

Ladybird 4 28 |

Princess 4 30 |

OPEN BOATS (over 18 feet); any rig, Chinese-owned boats excluded. Entrance, \$4. Prize, \$25. Course, 9 miles. Post starting.

Victor Emanuel's Gull, 32 feet, 15 minutes.

Centurion's Launch, 32 feet, 9 minutes.

Centurion's Planter, 32 feet, 9 minutes.

Victor Emanuel's Cutler, 30 feet, 18 minutes.

Centurion's Gull, 30 feet, 18 minutes.

Victor Emanuel's Gull, 26 feet, 24 minutes.

Victor Emanuel's Gull, 26 feet, 24 minutes.

The fleet went off in a very light S.W. wind and with an ebb tide. The *Victor's* gull rounded the Dock Buoy at 4.32, and at 4.15, when it was seen that there was no chance of the others finishing the race. It was adjudged the winner, the course being made to terminate at the starting point. She came in at 4.37.

OPEN BOATS (18 feet and over); any rig, Chinese-owned boats excluded. Time allowance, 20 seconds per foot in length of boats per mile. Entrance, \$1. Prize, value \$20. The course, starting at 4.40, from the starting line, round mark boat off Green Island and back, crossing starting line from west to east; five miles. Post starting.

Victor Emanuel's skiff No. 1, 18 feet.

Victor Emanuel's skiff No. 2, 18 feet.

Tamar's rig, 18 feet.

Centurion's skiff, 18 feet.

Victor Emanuel's skiff No. 3, 16 feet, 1 min. 40 seconds.

Victor Emanuel's skiff No. 4, 16 feet, 1 min. 40 seconds.

Linnet's rig, 16 feet, 1 min. 40 seconds.

Victor Emanuel's skiff No. 5, 14 feet 3 min. 20 minutes.

Mr. Denison's dinghy, 14 feet, 3 min. 20 seconds.

In this race too there was disappointment, the *Victor's* gull having made the Green Island flagboat at 4.30 and the race fell through.

SECOND DAY.

The weather continued beautifully fine to-day for the Regatta and there was another large attendance on board the flagship. The Hongkong Regiment's Band played a capital programme during the afternoon and the committee and officers carried out the general arrangements on board in first-rate style. The position of the *Hibernia* unfortunately was not the best by any means from which to witness the start or finish of the races. A gunboat and other craft obscured the view at the starting point and as the boats came up they were only seen at a very deceptive angle. The harbour fully swarmed with small craft and the number of steam launches of all classes was really surprising. While one race was in progress there were fully 20 launches in the wake of the boat.

Mr. W. H. Potts acted as starter and Mr. C. H. Thompson as umpire for the rowing races. Capt. G. C. Anderson umpired the sailing races and Capt. F. D. Goddard the open boat events. The judges for the rowing races were Messrs. R. K. Lefeb, Commander W. C. H. Hastings, R.N., Mr. T. F. Hough acted as timekeeper. The general committee consisted of the following gentlemen:—Com. W. C. H. Hastings, R.N. (Chairman), Mr. R. Blech, G. A. Caldwell, R. H. Lamert, R. K. Lefeb, W. Armstrong, A. Denison, T. H. Reid, M. A. A. Sousa, W. H. Potts (Hon. Treasurer), and W. Macdonell (Acting Hon. Secretary).

The weather to-day was a good deal better for sailing, a nice little N.W. breeze blowing, that did not make matters too uncomfortable for the rowing races. The one topic of talk on the flagship was the International race, and what little was going was done indicated that the German crew was most fancied. Some fun was

caused on the flagship by a visit from a blue-jacket, set up in most picturesque attire of colored paint and with burn-corked face. He paddled off to the ship from Kowloon in a tub. A good deal of fun was also caused by the coming of a cavalcade of the *Victor Emanuel* under full sail, the grotesque male and female costumes of the crew causing much amusement. When reaching the flagship a band on the model played selections in true Salvation Army style.

LIGHT GIGS: open to European Non-Commissioned Officers and men of any Regiment or Corps of the Garrison or to European crews of any of H.M. vessels or to European members of the Police Force; entrance, \$1; distance, one mile; boat to be approved of by the Committee; time allowance, 8 seconds per oar; four boats must start for two prizes; winning crew of 3rd race, first day, to be handicapped by the Committee. 1st prize, \$15; 2nd prize, \$10.

Royal Engineers, *Victoria*, 6 oars..... 1

Centurion 2 |

West Yorks Regiment, 6 oars..... 3

H.M.S. *Victor Emanuel* (No. 1) *Marjorie*, 6 oars..... 4

(No. 2) *Joan*, 6 oars..... 5

From the start R. E. looked like winning. They had to suffer a handicap for yesterday's win and finished on the good side of the time penalty, 12 seconds separating them from the second boat.

INTERNATIONAL CHALLENGE CUP: for four-oars; cup presented by the late J. S. Laprak, Esq., to be held by the winning crew for one year; but to remain the property of the Club; distance, one-mile-and-a-half; entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

"THISTLE,"

Station No. 3—Red and white.

Row, G. Mollison 1st 41b |

No. 2, W. Armstrong 2nd 51b |

No. 3, G. Wilson 3rd 11b |

Stroke, J. M. Henderson 1st 91b |

Cox, G. A. Caldwell 1st 91b |

"LEAK,"

Station No. 4—Green.

Row, Lt. C. P. Ryan, R.N. 1st 101b |

No. 2, C. C. Hallow 2nd 101b |

No. 3, W. S. Bailey 3rd 101b |

Stroke, E. D. Sanders 1st 101b |

Cox, F. W. White 1st 91b |

"ROSE,"

Station No. 1—St. George's Cross.

Row, G. R. Stevens 1st 11b |

No. 2, G. H. Potts 2nd 11b |

No. 3, A. Brooke Smith 3rd 11b |

Stroke, G. C. Hayward 1st 61b |

Cox, H. W. Kennell 1st 91b |

"KORNDLUM,"

Station No. 2—Black, white and red.

Row, F. T. Toller 1st 11b |

No. 2, F. Lamert 2nd 11b |

No. 3, E. Blachford 3rd 11b |

Stroke, R. F. Lamert 1st 21b |

Cox, Lt. A. Rose 1st 91b |

This race was a complete upset for many. The Scottish crew rowed a steady swinging stroke throughout and won with comparative ease by seven lengths from the Irish crew, England being a good deal faster. Korndlum broke down twice and gave up after the second time. The rowing was popular and there was a tremendous display of launch whistles when the gun was fired for the Thistle. The Scots were the heaviest crew and some members of the crew stated that at no time in the race were they pushed to any great extent. Lamert's crew seem to have cracked up altogether.

COPPER FUNTS: go as you please; distance arranged; 1st prize, \$7; 2nd prize, \$3; 3rd prize, \$1; five boats to start for three prizes. Winner of No. 5, first day, excluded.

Some half dozen boats rowed for this prize and the finish was quite as exciting as anything seen during the meeting, only a length or so separating the first three.

GRIFFIN'S CUP: for four-oars; open to members and subscribers of the Victoria Recreation Club who have never won a race at a regatta in China; distance, one mile; entrance, \$5. To be rowed in boats the property of the Victoria Recreation Club.

"SHAMROCK,"

Station No. 5—White and red.

Row, H. A. Seib 1st 91b |

No. 2, P. Hyndman 2nd 91b |

No. 3, Albert Ellis 3rd 101b |

Stroke, E. Herbst 1st 61b |

Cox, F. W. White 1st 91b |

"KORNDLUM,"

Station No. 3—White.

Row, R. Henderson 1st 91b |

No. 2, A. E. Agar 2nd 91b |

No. 3, J. Coyle 3rd 11b |

Stroke, G. R. Stevens 1st 11b |

Cox, A. E. Alves 1st 91b |

"LEAK,"

Station No. 1—White, red and ash.

Row, M. A. de Figueiredo 1st 91b |

No. 2, H. Grant Smith 2nd 91b |

No. 3, O. J. Ellis 3rd 91b |

Stroke, J. H. R. Hance 1st 91b |

Cox, T. Meek 1st 91b |

"ROSE,"

Station No. 2—Blue and white.

Row, M. E. Agar 1st 91b |

No. 2, J. Ellis 2nd 11b |

No. 3, O. Levy 3rd 101b |

Stroke, J. M. E. de Carvalho 1st 91b |

Cox, Lt. A. Rose 1st 91b |

"THISTLE,"

Station No. 4—White and red.

Row, N. A. Goncalves 1st 91b |

No. 2, J. Grant Smith 2nd 91b |

No. 3, G. Wilson 3rd 101b |

Stroke, J. D. Danby 1st 101b |

Cox, C. T. Kew 1st 91b |

Korndlum got the best of the start but *Shamrock* by sheer hard rowing went to the front and won by about three lengths. The other boats had no show, and were a long way astern when the gun was fired. *Rose* was third boat.

SAMPAN RACE: open to regular Chinese sampans; distance, half mile; 1st prize, \$10; 2nd prize, \$5; 3rd prize, \$1; eight boats to start for two prizes; winner of No. 9, first day, excluded.

There were only two entries and they made a good race of it, the winner only crossing the line a length or so ahead of the other boat.

GRAMAM CUP: presented by the members of the Club Germania; for four-oars; distance, one mile; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.

"LEAK,"

Station No. 2—White.

Row, T. Meek 1st 91b |

No. 2, A. Brooke Smith 2nd 91b |

No. 3, G. Wilson 3rd 11b |

Stroke, A. A. Alves 1st 71b |

Cox, F. W. White 1st 91b |

"KORNDLUM,"

Station No. 5—Blue.

Row, G. L. Duncan 1st 61b |

No. 2, Albert Ellis 2nd 101b |

No. 3, G. C. Hayward 3rd 11b |

Stroke, E. D. Sanders 1st 101b |

Cox, C. T. Kew 1st 91b |

"THISTLE,"

Station No. 1—Black, pink and ash.

Row, Lt. A. Rose 1st |

Entertainments.

HONGKONG VOLUNTEER CORPS.

SMOKING CONCERT

(IN-DOOR).

TO-MORROW, the 11th December, at 9 P.M.

In aid of Band Funds.

SOLOISTS—

M. Merck, (From Brussels Conservatoire).

Handsman Bowshere, (H.M.S. Centurion).

E. Mrow, Esq., (Zither).

W. G. Bentley, Esq., A.R.C.M., (Clarinet).

Songs, Recitations, &c., by other Gentlemen.

ADMISSION—1/-

TICKETS may be had from the Sergeants of the Corps or at the door.

Hongkong, 9th December, 1897. [1820]

WEST YORKSHIRE REGIMENT

BAND.

(Assisted by the PHILHARMONIC SOCIETY ORCHESTRA),

will give a

FAREWELL CONCERT

in the

THEATRE

on

THURSDAY, the 11th December, 1897.

Proceeds to be devoted to local Charities.

Further particulars will be announced in due course.

Hongkong, 8th December, 1897. [1817]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions

to sell by

PUBLIC AUCTION,

at his Sales Rooms, Zealand Street, No. 2.

TO-MORROW,

(SATURDAY), the 12th December, 1897,

Commencing at 2.30 P.M.

AN ASSORTMENT OF FINE

JAPANESE PORCELAIN, BRONZES,

CHOISNONNES & LACQUERED

WARE.

Comprising—

TEA and COFFEE SETS, VASES,

PLATES, CUPS and SAUCERS, INCENSE

BURNERS, LACQUERED PHOTO

FRAMES, BRONZE VASES and INCENSE

BURNERS, BAMBOO WARE, PLACQUES

KAKIMOMOS, CHOISNONNES VASES and

INCENSE BURNERS, CHOISNONNE

PLATES, &c., &c.

TERMS OF SALE—As Customary.

On View from FRIDAY, the 10th December,

1897.

PAUL BREWITT,

Auctioneer. [1818]

GOVERNMENT NOTIFICATION.

No. 525.

THE following Particulars and Conditions of

Sale of Crown Land by Public Auction,

to be held on the spot, on

MONDAY,

the 14th day of December, 1897, at 3 P.M., are

published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 27th November, 1897. [1806]

Particulars and Conditions of the letting by

Public Auction Sale, to be held on Monday,

the 14th day of December, 1897, at 3 P.M., by Order

of His Excellency the Governor, of One Lot of

CROWN LAND in the Colony of Hongkong,

for a term of 999 Years.

PARTICULARS OF THE LOT.

[Table with 4 columns: Locality, Boundary Measurements, Containing in Acres, and Estimated Value]

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU	NAGASAKI, KOBE and YOKO-	MONDAY, 20th December,
J. Jones	HAMA	at 4 P.M.
SANUKI MARU	MANSEILLES, LONDON and AN-	TUESDAY, 21st December,
W. Townsend	WERP, VIA SWAMP (Transhipping	at 4 P.M.
	Cargo for JAVA Ports), COLOMB	
	and PORT SAID.	
YAMAGUCHI MARU	KOBE and YOKOHAMA	THURSDAY, 23rd December,
S. Kawamura		at 4 P.M.
SAGAMI MARU	SHANGHAI CHEMULPO, SHIMO-	FRIDAY, 24th December,
M. J. Currow	NOSEKI and KOBE	at 4 P.M.
TOKIO MARU	SHANGHAI, MELBOURNE, VIA	FRIDAY, 24th December,
E. W. Hawell	THURSDAY ISLAND, TOWNSVILLE	at 4 P.M.
	and BRISBANE	
IZUMI MARU	BOMBAY, VIA SINGAPORE (Tranship-	TUESDAY, 28th December,
R. Nuno	ping Cargo for JAVA Ports), and	at Noon.
	COLOMB	
RIOJUN MARU	SEATTLE, WASH., U.S.A., VIA KOBE	THURSDAY, 30th December,
A. E. Moses	YOKOHAMA and HONOLULU	at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7 Praya Central.

A. S. MIHARA,
Manager. [1804]

Hongkong, 2nd December, 1897

SOCIETE ANONYME DE TRAVAUX

DYLE ET BACALAN

Capital: 5,300,000

Head Office: 15, Avenue Maitland, Paris

WORKS IN EUROPE

at Bordeaux (BACALAN), France

at London (DYLE), England

Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Shafts and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Orders and metallic Frames, Steam Locomotives and Steamboats, Boilers and Steam Engines, Drydocks.

CONTRACTORS

Constructing and Working
Railways and Tramways

Apply to Messrs. DODWELL CARLILL & Co., Hongkong, Agents for the Colony.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. When your food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"CROMARTY,"

to sail on the 11th December, 1897.

S.S. "SILK" to sail about 25th Dec., 1897.

S.S. "PORT ADELAIDE" about 15th Jan., 1898.

S.S. "ARGYLE" about 5th Feb., 1898.

S.S. "GAZELLE" about 20th Feb., 1898.

S.S. "LENOX" about 10th March, 1898.

For Freight or Passage, apply to

DODWELL CARLILL & Co.,

Agents.

Hongkong, 8th December, 1897. [1806]

FOR KOBE (DIRECT).

THE Steamship

"TOYO MARU"

Captain Hayaishi, will be despatched for the

above Port on TUESDAY, the 14th instant.

For Freight or Passage, apply to

DODWELL CARLILL & Co.,

Agents.

Hongkong, 3rd December, 1897. [1792]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"DEUCALION,"

Captain Branch, will be despatched on WED-

NESDAY, the 15th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 9th December, 1897. [1821]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Batt, will be despatched as above

on MONDAY, the 20th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 2nd December, 1897. [1788]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"PECTAN,"

Captain N. Hockley, will be despatched as above

on MONDAY, the 20th instant.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 6th December, 1897. [1804]

Shipping.

STEAMERS.

FOR KOBE (DIRECT).

THE Steamship

"NANYO MARU"

Captain Tomita, will be despatched for the

above Port on TUESDAY, the 14th instant.

For Freight or Passage, apply to

DODWELL CARLILL & Co.,

Agents.

Hongkong, 3rd December, 1897. [1792]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND

SOURABAYA.

THE Company's Steamship

"ONSANG,"

Captain C. J. Maycock, will be despatched as

above on TUESDAY, the 14th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 9th December, 1897. [1819]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Ramsay, will be despatched on

WEDNESDAY, the 15th instant, at 3 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A fully qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the EASTERN and AUSTRAL-

IAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 6th December, 1897. [1786]

FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"FERNFIELD,"

Captain W. McKee, will be despatched as

above on or about 15th December.

To be followed by the

S.S. "VARROWDALE" on or about 15th Jan., 1898.

S.S. "HARVEST" on or about 1st Jan., 1898.

S.S. "LYDHERGH" on or about 15th Feb., 1898.

S.S. "ORWELL" on or about 25th Feb., 1898.

For Freight, apply to

SHEWAN, TOMES & Co.,

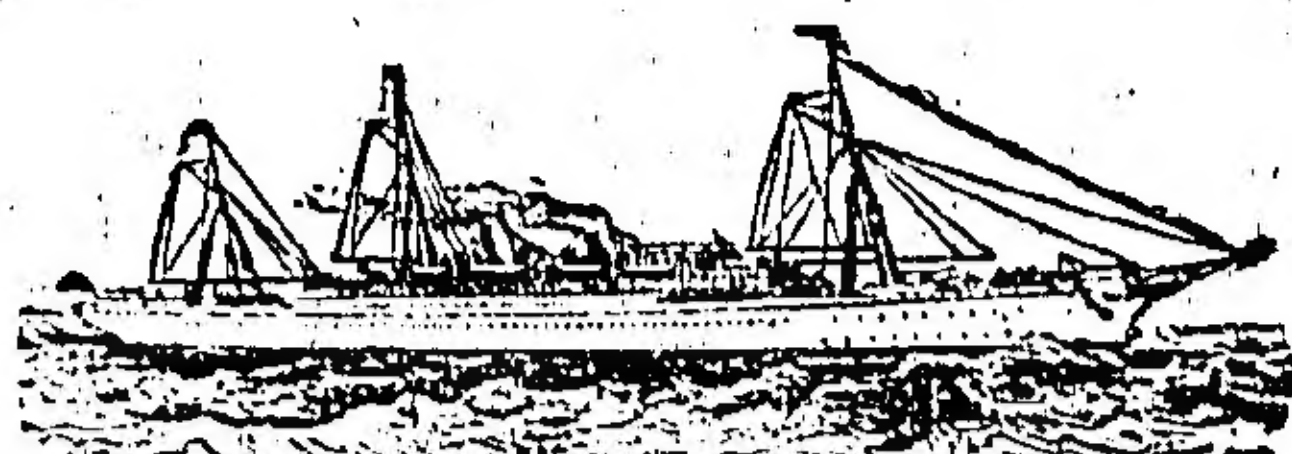
Agents.

Hongkong, 3rd December, 1897. [1765]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comd. Geo. A. Lee, R.N.R....WEDNESDAY, 22nd December.

EMPRESS OF CHINA...Comd. H. Pybus, R.N.R....WEDNESDAY, 19th January.

EMPRESS OF INDIA...Comd. O. P. Marshall, R.N.R....WEDNESDAY, 15th February.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA

OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey (avoiding the rough

passage generally experienced in the latitudes further South) and make connection at Vancouver

with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC

RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE

ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,

New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the

Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,